

Bulk carriers project with New Yangtze Navigation

SMC has secured a supervision agreement with the Chinese owner New Yangtze Navigation, for a pair of 64,000 DWT bulk carriers to be built in Zhoushan Changhong International Shipyard. Both the Owner and the Yard belong to Jiangsu Xin Chang Jiang Group. The additional two vessels have increased SMC's track record to 480 vessels.

The steel cutting of the first vessel is scheduled for May 2018 and the delivery of the second vessel is scheduled for April 2019.



New contract



Delivery of the first Valemax in Yangzi Xinfu

SMC is pleased to report the naming and delivery of MV "ORE HONG KONG", Hull No. YZJ2015-2275, in Yangzijiang Shipbuilding Group Ltd., China. She is the first delivered unit from a series of six 400,000 DWT VLOCs ordered by ICBC Leasing, China and China Merchants, China.

The vessel was classed by Lloyd's Register (LR) and China Classification Society (CCS) and built to the Hong Kong flag requirements.

The ceremony took place on 26th April 2018 in Yangzi Xinfu, China, in the presence of representatives from all parties – Hong Kong Ming Wah, ICBC Leasing, Yangzijiang Shipbuilding Group, Vale, LR, CCS.

On-site News

Delivery of 38,500 DWT bulk carrier in Nantong Xiangyu

SMC is pleased to report the delivery of MV "INTERLINK AMENITY", Hull No. H0022, in Huatai Heavy Industry Co. Ltd, Nantong, China. She is the sixth and final vessel from a series of six 38,500 DWT Bulk Carriers ordered by Interlink, Bermuda.

The vessel was initially ordered in Huatai Heavy Industry, which had earlier built five units of SDARI 37s for the same owner, but due to yard's bankruptcy the last vessel was transferred to Nantong Xiangyu (previously Nantong Mingde), which has built and delivered it successfully. She was the very first vessel delivered from Nantong Xiangyu.

All vessels in the series were classed by LR but changed class to American Bureau of Shipping (ABS) after their delivery. They were built to the Marshall Islands flag requirements.

The naming and delivery ceremony took place on 9th April 2018



in the presence of Mr. Paul Gurtler, President of Interlink, and Mr. Ashoke Dey, Deputy Managing Director of SMC.

Launching of the first 50,000 DWT tanker in HMD



SMC is pleased to report the launching of Hull No. 2629, in Hyundai Mipo Dockyard Co. Ltd., South Korea. This vessel is the first unit from a series of four 50,000 DWT Product/Chemical Tanker ordered by Union Maritime, United Kingdom.

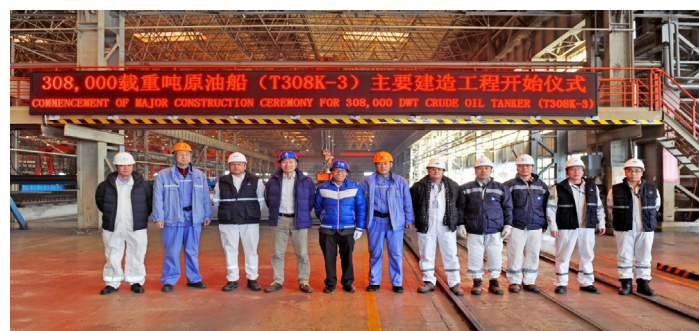
The vessel will be classed by LR and built to the Liberian flag requirements.

The launching ceremony was held on 13th April 2018 and delivery of the vessel is scheduled for 12th July 2018.

Commencement of major construction of the second VLCC in DSIC

While the statutory steel cutting was carried on 14th December 2015 and keel laying on 23rd December 2015, the production commencement for Hull No. T308K-3, was carried out on 5th March 2018 in Dalian Shipbuilding Industry Company (DSIC) in the presence of representatives from Landbridge Holdings, SMC and Lloyd's Register. This is the second unit from a series of three 308,000 DWT Crude Oil Tankers ordered by Landbridge Holdings, Hong Kong. The vessel will be classed by LR and built to the Hong Kong flag requirements.

Delivery of the vessel is scheduled for 15th May 2019.



On-site News



Launching of the second Valemax in SWS

SMC is pleased to report the launching of MV "PACIFIC HARVEST", Hull No. H1446, in Shanghai Waigaoqiao Shipbuilding (SWS), China. This vessel is the second unit from a series of four 400,000 DWT VLOCs ordered by China Merchants, China.

All vessels in the series will be classed by DNV GL and CCS and built to the Hong Kong flag requirements.

Delivery of the vessel is scheduled for 12th July 2018.

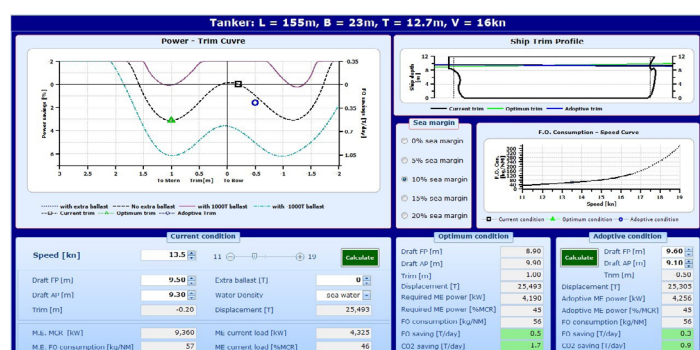
Trim Optimization

Why Trim Optimization?

A vessel's trim has been recognized as one of the factors influencing fuel consumption. Therefore, the ability to find and operate the vessel at optimum trim improves the ship's energy efficiency.

Responding to the increasing demand for more environmentally friendly and more economical operation of the vessels, SMC has developed the Trim Optimization software, SMC-TO.

Trim Optimization software can be an integral part of the Ship Energy Efficiency Management Plan (SEEMP).



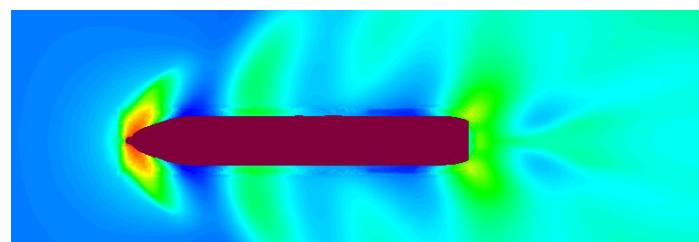
SMC-TO

What is SMC-TO?

SMC-TO is a user-friendly software working in Windows environment that determines the optimum trim based on the ship's speed, draft and sea conditions. It calculates potential fuel savings accompanied by reduction in CO₂ emissions (based on actual data from Main Engine shop test results).

SMC-TO development is based on extensive Computational Fluid Dynamics (CFD) and wide-ranging Model Tests:

- **CFD Calculation:** Series of CFD calculations are run to generate and populate extensive multi-dimensional matrix of the ship's resistance curves for numerous speed, draft and trim conditions.



CFD Calculation

- **Model Testing:** Quantitative validation of CFD analyses is carried out thru model tests involving: resistance open water and self-propulsion tests carried out for various permutations of speed, draft and trim.



Model Testing

How does SMC-TO work?

After entering the ship's planned speed, draft, water density and sea condition, the program automatically computes and generates trim/power/fuel saving curve and fuel saving/speed curve.

Technical Solution